

## The Washington Times

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## GREATER WORLD CROPS

How the world takes care of itself in such emergencies as that produced by the war, is indicated by the February report of the International Institute of Agriculture. This world-comprising bureau founded by an American, David Lubin, with headquarters at Rome, makes a most careful survey of the agricultural world, getting together the best possible data on crop acreages, conditions, etc. It finds good reason to believe that the year 1916 will see the greatest yield of foodstuffs ever known, despite the preoccupation of so many countries with the war.

The crop area of the world has increased 7.3 per cent, according to this report. Russia and Hungary are credited with reduced areas; but the rest of the world more than makes up this loss. The United States shows an increase of 5.8 per cent in number of cattle over a year ago. Some of the countries indicate almost phenomenal gains in cropping.

Of all the war marvels, the greatest perhaps is the capacity that the fighting countries display for maintaining their production of the basic necessities of life. Germany, France, England, have all demonstrated the possibility of readjusting quickly to new conditions, and maintaining their crops despite the withdrawal of millions of workers to the fighting lines. It is all a demonstration in the possibilities of real efficiency when crying needs compel the utilization of all possible forces of production.

## AMERICAN RIGHTS AT SEA

President Wilson will have the ultimate support of enlightened opinion if he will stand fast by his position that belligerents must not interfere with the rights of Americans to travel in safety on the high seas. There have repeatedly been proposals that Americans be prohibited from traveling on merchant ships of belligerent countries. Of course, such a prohibition could not be made effective in any case. An American in a foreign port, under necessity of traveling, would use the ship that was ready to serve him. If he were killed by a submarine, the Washington Government could decline to assume responsibility for him; but no Washington Government that took such a position would survive an election. Even the very Congress that had passed this kind of embargo legislation would change front when it realized what such a pusillanimous program meant.

It would be a preposterous thing for the United States to surrender its rights on the seas, just at a time when the whole country is planning means to create a merchant marine. And to prohibit Americans from enjoying their rights at sea would amount to surrendering those rights. That is the long and short of it. There can be no compromise, at this late day. Either we are going to stand for the full measure of our rights, for the traditional doctrine that the high sea belongs to all people but to no nation, or else we will surrender to the German doctrine of the right to terrorize all humanity off the sea. The United States should be the last nation to yield to such a proposal.

## LATIN-AMERICAN DREAMS

Ex-Senator Burton of Ohio is not the first statesman of the United States to dream of dreams of the Latin-American markets which are yearning for the products of our farms, mills, and factories; and he will not be the first, nor yet the last, to find that beyond a limited range these are wild dreams. The reason is fundamental.

The Latin-American countries are not, never will be, natural markets for the products of the United States. The Latin-Americans, whether in Mexico, in petty Central American states or in vast South American domains, haven't our climate, haven't our nature, haven't our tastes and haven't our needs. They don't think as we think. They don't eat as we eat. They don't dress as we dress. They don't live as we live. They don't work as we work. They never will. And we cannot hold any market against competition which has a lower labor cost than we have. So they are not and never will be our natural customers.

Grant that we want to sell everything we can sell in the Latin-American; grant that we ought to make earnest efforts to broaden our markets there; yet how can any man in possession of the cold, hard facts bearing on this question blind his eyes to the impossibility of ever making a Latin-American consumer a buyer of our commodities or a

user of any services we can offer, as we can make a man who is more like ourselves, whether in Canada, Great Britain, Germany, South Africa or Australia?

Think of Canada, with a population only approximately what the population of New York city is! Canada buys more from us—buys it in years of peace and buys it in years of war—than all the Latin-American countries, with all their vast populations, put together. Given the opportunity, on anything like even terms, she always will. Again the reason is fundamental. The people there are like us. They live as we live. They want what we want. They use what we use.

Why, Canada, with one-tenth the population of the German Empire, has been even a greater customer of the United States than all the German peoples in Europe! What, then, is the use or the sense of misunderstanding where our best and richest markets are and must be?

## WHERE DOES THE PUBLIC COME IN?

A good illustration of the thoughtlessness of Congress in dealing with matters of Washington concern is afforded by a provision inserted in the legislative, executive, and judicial appropriation bill.

It is a proviso that the price of gas used in the public buildings of Washington shall not exceed 70 cents.

Precisely what process of reasoning can bring the legislative mind to the conclusion that this is a reasonable condition, is utterly beyond understanding. Is 70 cents the fair price at which gas should be sold in this city? If so, then why not make legislation broad enough to give that price to all the consumers?

Is 70 cents an unreasonably low price? Is the present general rate of 85 cents the fair one? If so, then the Government has no right to rob the gas companies of 15 cents.

Suppose the Government and the general public consumed equal amounts of gas, and that the Government insisted—because it had the power—on getting its gas for 10 cents a foot less than cost of production. That would throw upon the body of private consumers the necessity not only to pay a fair living price, but enough more than that fair living price to make up for the losses on the Government's supply.

There is no excuse for this sort of haphazard treatment of such a situation. If 70 cents is the right price for gas, there is no excuse for making private users pay 85. If it is too low a price, then it is unfair to both the gas companies and the public to make it the legal rate.

The Times has no doubt that the 70-cent price is high enough to give the gas companies a good round profit; a price that, if charged to all patrons, public and private, would bring adequate return and increase the consumption so that ultimately profits would be as good as ever.

But apparently Congress doesn't believe this. It proposes merely to compel the gas companies to give it gas at 70 cents, and then if there is a deficit on that part of the sales, to let the private users make it up.

Can't the Government afford to pay for its gas at a fair price? Does it need to lean on the private incomes of Washington people in this matter?

It requires only to suggest the logic of this condition, to make plain how unfair the whole thing is. Yet it is just the sort of thing Congress is continually doing to the people of Washington. Congress buys its electric current, for public use, at prices unbelievably low in proportion to those paid by the private users of current. Either the Government, the biggest and most solvent buyer in the community, is robbing the corporations and also the mass of consumers, or else it is letting the gas and electric companies rob the private consumers.

## HOW MUCH DO WE SAVE?

We are not a thrifty people, though we are a prosperous nation. We do not save as the French save. Let us admit it at once as undeniable and agree heartily also that any public speaker who preaches the lessons of thrift is performing a valuable service. But we are not so feckless as we are sometimes painted.

This mild expostulation is provoked by the address of S. W. Strauss, a Chicago banker, who told the National Council of Education that there are only 108 out of every 1,000 population in the United States who save money. He probably means saving in savings banks. In 1913 there were 10,766,936 depositors in savings banks in the United States, approximately the proportion he states, with total savings deposits of \$4,727,403,961, though, of course, some savers have deposits in more than one bank.

But look at it this way: Using the census multiple of five, there were 19,720,000 families in the United States then, and 10,766,936 depositors in savings banks. This puts another face on the matter, for it shows, without making allowance for duplicate depositors, that there were accounts for every other family and 900,000 to spare. That's better.

And all American savings are not

given to savings banks to keep. The hundreds of thousands of members of building and loan associations, the scores of thousands more who are buying homes outright, the farmers paying for land, the ever-increasing number of those who have become investors in stocks and bonds through the development of the odd lot, easy payment system, the small landlords—all these, with and without savings banks accounts, add many millions of dollars to the savings account of the nation. There is a host, too, which puts savings into life insurance policies of the endowment and kindred types. And the men who are putting their money back into their business—are they not "saving," if not in the strictest sense? And how many millions of dollars are kept in regular banks and trust companies because the possessor likes the convenience of a check book?

If the Chicago banker will think it over he must agree that while we do not, perhaps, save like the Swiss, to whom he compares us most unfavorably, we do lay by a dollar now and then in our own way—not one in ten, but more likely every other man, and almost every woman, who earns or produces.

## THE FORD PROPAGANDA

Henry Ford is a well-intentioned gentleman who can see everything, apparently, except the things that are entirely obvious. He warns the United States against the danger that it will become militaristic, at a time when it needs nothing so much as to understand the need of being militaristic enough to take care of itself. The rest of the world is in a very carnival of militarism. Mr. Ford is warning us not to put in fire-fighting apparatus, while all the houses in the neighborhood are burning. He can't see the fire, but he is certain that there is grave danger of the apparatus exploding if we ever install it!

This kind of counsel is not calculated to command much confidence. War, it may be admitted, is undesirable. But there is little good discussing that fact, when war is the fact, the condition, the inevitable. Our own country is not involved in it, but will have to suffer by it, and may become involved in it. We have seen the most fearful proofs of the folly of unpreparedness when such a monstrous condition is turned loose in the world; yet the best we get from the extreme pacifists is the warning that we must not prepare, for preparation is invitation to war.

It is as if an epidemic of smallpox were raging through the community, and somebody should advise us, first, that smallpox is highly undesirable, and, second, that it would be folly to vaccinate against it, because vaccination produces a case of smallpox.

What benefits it now, to talk against war, when war is here? There will be little advantage in agreeing that it is unfortunate; nobody needs argument at that point. The question is how best to prevent it.

Most pathetic of all is Mr. Ford's charge that organizations for promotion of preparedness have brought war. As if the Navy League of the United States caused Germany to organize its conspiracy against Europe, to invade Belgium, to sink the Lusitania, to plan the destruction of democracy throughout the world! There was a time when men might have found some justification for believing that these preparedness organizations were overdoing matters; but that time certainly is not now.

## THE IMPROVED NEW HAVEN

For the first time since Howard Elliott took over the reins of the New York, New Haven and Hartford railroad an accident has occurred in which lives were lost. For nearly three years there has been a lapse in the series of catastrophes which helped bring the system into disrepute. Involved and extravagant as was the financial management under the Mellen regime, that alone would not have brought the road's affairs to a crisis so quickly had not the accidents served to illustrate the mismanagement.

Early report of the Connecticut public utility commissioner places the blame upon the engineer, in part, and upon defective brakes. The engineer is said to have disregarded a cautionary signal, and when he came in sight of the danger signal his brakes would not hold. Here are the two elements, the mechanical and human, which enter into every railroad accident.

The New Haven road has made progress in remedying its mechanical shortcomings. By spending money on improvements, instead of expansion, it has patched up its archaic equipment as best it could. It has weeded out its engineers, and discipline was substituted for a go-as-you-please condition brought out at the investigation into the road's affairs.

Sympathy, rather than denunciation, will go out to Mr. Elliott and his associates in this setback to a remarkable record for "safety first."

## NEXT WEEK'S PLAYS IN CAPITAL THEATERS

Variety of Attractions Is Offered to Patrons of Washington Theaters.

**National.**  
At the National Theater, February 25, Klav and Erling and George C. Tyler will present George Arliss in a new comedy, "Paranoid," by Edward Knoblauch, the author of "Kismet," "My Lady's Dress," "Marie-Odile," and co-author of "Milestones." Mr. Arliss will be supported by a brilliant company, including Margery Maude, daughter of Cyril Maude; Mrs. Arliss, Charles Harbord, Dudley Digges, Dion Titherage, Edgar Kent, Lella Repton, Pauline Potter, Nell Tearnle, and Fred Nicholls.

George Arliss has created many important roles, but he is best remembered for his characterization of the great statesman, Disraeli.

Now, however, he comes here in the role of another famous character of history, but this time a character famous in music instead of diplomacy.

**Belasco.**  
An event of unusual promise is next week's engagement at the Belasco Theater of Frances Starr, who will appear in her latest New York triumph, "Marie-Odile," which had its successful premiere here a year ago. It is the work of the well-known and successful dramatist, Edward Knoblauch, who has to his credit a string of successes such as "Kismet," "The Faun," "My Lady's Dress," and "Milestones." The latter in collaboration with Arnold Bennett.

Although this is the sixth role in which David Belasco has presented Miss Starr, "Marie-Odile" is a new work which has been recognized as spiritual work in "Marie-Odile" the first time he ever saw her, which was in a play called "Gallop."

**Keith's.**  
The Poll Players will offer next week Willard Mack's great comedy drama success, "Kick In," which had its first appearance on any stage at the Columbia Theater eighteen months ago, and which scored in New York, where it ran for an entire season. In the leading role that of "Chick" Hewes, A. H. Van Buren should be highly effective. He has much of the personality of John Barrymore, who played the role of "Chick" in "Kick In." Florence Rittenhouse will be seen as Molly. There are numerous other character roles of importance.

Will Mack and Blanche Dayne will be the supplementary leading features in another Greasy comedy of barnyard life called "College Days," which Harry Tighe, of "College Days" fame, with Sylvia Jason, will be seen in a new production of music. Others will be Ned Foster, the tramp comedian; Fritz and Lucie Bruch; Captain Gruber and his wife; and "The Frog Man," the Pathe news pictorial, and the pipe organ recitals.

**Gayety.**  
After an absence of four years, patrons of the Gayety Theater will witness an entertainment furnished by Fred Irwin's Majestics, an aggregation which is said to offer radical departures from anything heretofore presented in the field. "Frenchie" is the title of the principal number. Mack's action may surprise transpire such as "The Affair of Honor," "Tin Soldier," "Good Bye, Mary," and the laughable "Prison scene" with its mutual wills and league prisoners. The cast includes Florence Bennett, Virginia Irwin, Margaret Sharpe, Vera Gale, and a life called "The Night Only." Among the other numbers are "The Night Only," Gene Markey and Emanuel List, besides a company of thirty and a triple quartet of male voices.

**Music.**  
A musical fantasy, "Do You Believe in Fairies?" is to be presented by Miss Hawke at the Belasco Theater, March 3, at 3:15 o'clock.

The plot relates to the wanderings of Betty through the four seasons in a "Fairyland." The story is guided by her journey by her pet rabbit, "Nebo," which she eventually finds to be the spirit of "Happiness."

Josef Hofmann, the great pianist, will give his only recital in Washington this season at the National Theater February 25, at 4:30 o'clock. The program of Mrs. Wilson-Greene, Mr. Hofmann's program will be a repetition of the one played in Carnegie Hall two years ago, and will include such a repertoire among music lovers.

Harold Bauer, pianist, and Pablo Casals, cellist, will appear in joint recital at the National Theater on the afternoon of March 3 at 4:30 o'clock, as the fourth concert in the "Artists' course," under the management of Mrs. Wilson-Greene. This is expected to be one of the most interesting concerts of the season, as Mr. Bauer's standing in the world of music aptly describes him by the phrase, "master pianist." Pablo Casals is regarded the world over as one of the foremost violinists of the day.

Fritz Kreisler, the greatest of all violinists, will give a recital at the National Theater March 10, at 4:30 o'clock, under the management of Mrs. Wilson-Greene.

For the final concert of the "Ten Star Series," Mr. Arthur Smith will present Mme. Frances Anderson, soprano, and the Metropolitan Opera Company and premiere concert artist, at the National Theater on Friday afternoon at 4:30 o'clock. The program arranged is widely diversified and gives the best opportunity to the glorious voice that in a few years has given the world a place among the foremost great artists of the day.

Mme. Alda will be assisted by Frank La Forge, whose accompaniments with other stars here in the past have won him a large circle of admirers.

**Lectures.**  
A comprehensive picture of present day conditions in Ireland, Scotland, and other subjects of immediate con-

## Actual Railway Profits in Year—\$200,000,000

That Much Available for Dividends if Proper Debt Charges Were Made—Corporate Lines Disregarded and Lines Considered as One System.

By GLEN B. WINSHIP.

NEW YORK, Feb. 23.—Could the railroad pay higher wages to 35,000 of its more engineers, firemen, conductors and trainmen and still give the public the quantity and quality of service which the public has a right to demand?

There is much difference of opinion on this question, as there has been on the true average wage of railroad employees.

In two preceding articles facts were given which showed that the men are receiving, but whatever may be the decision of the public as to whether their wages should be increased, it is vitally important to know whether their wages could be paid, and if so, whether 100,000,000 Americans will be taxed for the benefit of 35,000.

**Ways of Viewing Question.**  
There are various ways of viewing this question of the railroad's ability to pay. The man whose sympathies are with the roads might point out that in 1914, the latest year for which complete statistics are available, net income of American railroads, as reported by the Interstate Commerce Commission, amounted to only \$257,755,876 after the payment of fixed charges, or approximately 2-1/2 per cent on outstanding capital stock. This, however, would be the "whole truth."

The man whose sympathies are with the workmen as opposed to those of the roads might point to large dividends being paid by certain companies; he could revive old scandals about large sums of money diverted from their proper channels to the pockets of a few; he could bring forth evidence that net earnings of the great majority of important railroads "have been increasing rapidly for months. But these things would be misleading.

**Service the Chief Concern.**  
To a certain extent, naturally, the public is interested in these various contentions, but its chief concern is the service which it must receive from the transportation system.

To say that Delaware, Lackawanna and Western could pay much larger wages to its men and still distribute liberal dividends to its stockholders, is to say that the roads could pay more to its men the hopes of its stockholders will be blasted to cite such arguments is to avoid the real issue.

The status of the railroad industry from the point of view of the public may be appreciated if you forget corporate dividends and consider the railroads as one great system. The Interstate Commerce Commission has attempted to do this in certain of its statements.

**Total Railway Capital.**  
Total railway capital on June 30, 1914, was reported by the commission as \$3,247,321,257. Part of this capital was owned by the railway corporations themselves. After taking this fact and others into account, the commission reported the net amount not held by railroads as \$1,715,066,000.

Accepting this for the moment, as the actual net capitalization after elimination of all duplications, suppose we consider the railroads as one great system with total outstanding capital obligations of \$1,715,066,000, of which funded debt was \$798,252,000, and stock \$916,814,000.

Regardless of when, how or why those bonds and that stock were issued, they are now outstanding obligations and must be reckoned with. The owners of our system, then, have stock aggregating about \$916,814,000, and have borrowed about nine billion seven hundred million.

Gross operating revenue of this system amounts to more than \$3,000,000,000. In 1914, a poor year, it exceeded that amount by about \$47,000,000, and in 1913, a good year, by about \$125,000,000.

**Where the Money Goes.**  
The first big slice taken out of that revenue is for pay roll. In 1914 that amounted to more than \$1,300,000,000, or more than 45 per cent. Next comes other operating and maintenance costs, chiefly materials, bringing ordinary operating expenses up to more than \$2,200,000,000. This item was about \$20,000,000 greater in 1914 than in 1913 costs of many kinds having increased.

Various auxiliary operations, such as railway restaurants, etc., resulted in a loss of about \$1,000,000, leaving a 1914 net operating revenue of a little more than \$45,000,000, and in 1915 a net of about \$67,000,000.

Next come taxes, which have been increasing pretty steadily for years. In 1913 they aggregated \$127,331,500, and in 1914 they jumped to \$140,331,575. All these things taken together, then, come the payments of the Interstate Commerce Commission.

So we find after all operating costs and taxes were paid the balance was \$1,715,066,000, which is the amount available for dividends of 35,000, or just 2 1/2 per cent on the net capital.

With dividends of only 2 1/2 per cent, it is obvious new capital could not be raised through sale of stock, and the more bonds you issue under these conditions the smaller will be the margin of stock, and if this margin becomes too small the bonds themselves are endangered, then new capital cannot be raised on advantageous terms, and any public improvements and expansions cannot be made.

**Actual Profits \$200,000,000.**  
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less than \$200,000,000 in 1914 and less than \$200,000,000 in 1915.

But the big system is not entirely dependent upon operating profits. It received a net amount of more than \$200,000,000 in 1914 from miscellaneous rent income, interest and dividends on bonds and stocks owned, and in 1915 this item was approximately \$145,000,000. Adding these amounts to net operating income shows for 1914 a total of approximately \$345,000,000, and for 1915 a total of more than \$325,000,000.

These items do not represent profit. Various fixed charges must be met, a few millions more must be paid in miscellaneous taxes, rentals must be cared for, and interest on debt must be paid. The Interstate Commerce Commission, after eliminating "inter-corporate payments," reported net interest on funded debt as \$143,443,080. After paying all these charges the commission reported net income was \$181,556,920.

A method of figuring may not be entirely satisfactory, but it is well to carry the single system idea a little further and imagine the total debt refunded on sound economic principles.

**Debt Must Be Paid.**  
A debt is supposed to be paid some time, and if in this imaginary refunding process we follow sound economic principles we must make provision for payment. Suppose this debt is repaid by establishing a sinking fund. Some kind of property we might mortgage for 100 years and the necessary sinking fund would be small. Other kinds of property might not be mortgaged even for fifty years, because it would be sunk long before the end of that period.

It would appear highly conservative, therefore, to use 2 per cent as the average sinking fund provision. In other words, the owners of this big system must set aside 2 per cent of its debt each year in addition to regular interest, this sinking fund to be used to pay off the debt at maturity or redemption.

With such provision for payment made, it should be possible to borrow money at 4 per cent, providing there was reasonable assurance that the amounts could be earned. The total debt charge, therefore, would be 6 per cent. On the net debt of \$1,700,000,000, that would mean \$102,000,000.

**System Must Expand.**  
The system must continually expand with the country's growth. In order to expand it must have each year a large amount of new capital. This new capital should be obtained through sale of stock if possible, but in order to make the stock attractive enough to tempt the purchaser, the stock must be sold on a basis, because the man who has loaned money has a prior claim.

Now, instead of taking the net return of 2 1/2 per cent, let us take the 1913 figure of \$335,355,432. This should be reduced approximately \$13,500,000, because of the depreciation of the stock in 1914. This leaves a little more than \$321,855,432.

Out of this must come miscellaneous charges of other than interest, amortization, etc., which, according to the Interstate Commerce Commission, amounted in 1914 to \$29,719,446. This comes the debt charge of \$351,574,878, leaving a balance of less than \$275,300,000.

**Dividend Possibilities.**  
This amount theoretically would be "available" for dividends, but every one knows that the bonds of this or any other system would not be in good favor if all net profits were distributed.

Part of the \$275,300,000 must be appropriated for additions and betterments. New capital should not be sought for the purpose of expansion. The actual appropriation for earnings for additions and betterments in 1913 was \$65,355,000, but in 1914, when earnings were poor, the amount was little more than \$23,000,000.

Actually more than \$65,000,000 should be spent for this purpose each year and paid out of earnings, but suppose that much be spent and about \$13,000,000 be set aside for surplus.

**Actual Profits \$200,000,000.**  
This would leave actual profits available for dividends of \$200,000,000, or just 2 1/2 per cent on the net capital.

With dividends of only 2 1/2 per cent, it is obvious new capital could not be raised through sale of stock, and the more bonds you issue under these conditions the smaller will be the margin of stock, and if this margin becomes too small the bonds themselves are endangered, then new capital cannot be raised on advantageous terms, and any public improvements and expansions cannot be made.

**Public's Side of the Case.**  
The public's side of the case will be the subject of the fourth article in this series, to be published tomorrow.

Edna Mayo, will hold the screen, together with a filmization of the comedy, "A Night Out," with the leading role in the hands of May Robson. Wilfred Lucas will head the program on Friday and Saturday in "Acquainted."

On Wednesday and Thursday Marguerite Snow and George La Guerre will be featured in "The Unhappy Marriage." The added attraction will be "Double Crossed," enacted by Tom Chatterton and Anna Little.

On Friday and Saturday Orrin Johnson and Edna Mayo will head the program in "The Price of Power." Wilfred Lucas will head the secondary attraction in "The Happy Magician." Special music by the Strand Symphony Orchestra will be a feature of the daily program.

**Irish Woman and Turk**  
**Are Too Much For Cupid**

LOS ANGELES, Feb. 23.—Opinion that when a Turk and an Irish woman marry trouble is to be expected, Superior Judge Willis granted Mrs. Alice Finley Abdullah a divorce from Ahmed Abdullah, manager of the Turkish baths at the Los Angeles Athletic Club, on the ground of desertion.

Abdullah also had grievances. He asked a decree in a cross complaint, in which it was asserted that his wife could not make good coffee and that her biscuits were bad. Judge Willis remarked that this weakness of Mrs. Abdullah as a cook was not sufficient reason for his deserting her.

## CURRENT MUNSEY'S HAS WIDE APPEAL

Articles on Romantic History of Iberian Lands Has an Especial Interest.

"Timely news stories, profusely illustrated with photographs from distant parts of the earth, are combined with a complete novel and a number of sparkling and fascinating fiction stories and poems to give Munsey's Magazine for March the most appealing of the month." Of particular interest and value are the articles on "Spain and Portugal, the Romantic History of the Iberian Lands and the Place They Hold in the World of Today," by Frederick Austin Ogg, an analysis of the character and methods of Yuan Shih Kai and a history of the rise and fall of the Manchu dynasty. Both of these instructive and absorbing articles are accompanied by many most unusual photographs of places referred to in the text.

**Washington Society.**  
"The Mysteries of Official Society in Washington" is an inside story told in a most interesting way by the wife of a Senator to the helpmate of a new Congressman. This article should appeal to all women.

A most timely and informative story on "Helping the Crippled Soldiers" is accompanied by a series of photographs showing wounded European warriors working at arts and crafts and playing golf, baseball, and other games. "England's New War Chiefs" and "Winston Churchill, the Irrepressible" are the subjects of two other new and analytical articles by noted writers.

The stage department contains a wealth of dramatic criticism, gossip, and photographs of playhouse and stage.

**Among Contributors.**  
Among the contributors to the short story section are Cornelia A. P. Cooper, Sophie Kerr, Harold Brown Somers, Horace Bourke, William Slaven McNutt, John D. Swain, and Maude Newbegin.

The poems include "The Vendor of Dreams," "The Jester," "After Letter to Him," "Violence," "Winter's End," "The Avenger," "The Meaning of Love," and "A Man's Heaven."

Mr. Mark Twain's complete novel by Frank R. Adams, is believed by the editors to be one of the most absorbing and gripping stories ever submitted to Munsey's Magazine.

## COMING EVENTS ON CAPITAL'S PROGRAM

Today's Amusements—Schedule for Tomorrow.

**Today.**  
Housewarming, National Railway Electric Company and the Potomac Electric Company, "Pope Building," 7:30 p.m. Lecture, "The Tyranny of the Populists in the Home," Margaret Hill, 8 p.m. Entertainment, Y. W. C. A., First Congregational Church, 8 p.m. Entertainment, Y. W. C. A., First Congregational Church, 8 p.m. Entertainment, Y. W. C. A., First Congregational Church, 8 p.m. Entertainment, Y. W. C. A., First Congregational Church, 8 p.m.

Reception in celebration of the twenty-fifth anniversary of the National Association of the Deaf, Lincoln Temple Church, 8 p.m. Reception in celebration of the twenty-fifth anniversary of the National Association of the Deaf, Lincoln Temple Church, 8 p.m. Reception in celebration of the twenty-fifth anniversary of the National Association of the Deaf, Lincoln Temple Church, 8 p.m.

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